

The Hong Kong Telegraph

ESTABLISHED 1861.

NEW SERIES NO. 1220. 日八月四日五十二號光

TUESDAY, JUNE 6, 1899.

二年

號六月六英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED
ESTABLISHED 1880.

SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 10,500,000
RESERVE FUND 7,300,000

Head Office—YOKOHAMA

Branches and Agencies.

KOBE NEW YORK
LONDON LYONS
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

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To-day's Advertisements.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has been instructed to sell by PUBLIC AUCTION, on WEDNESDAY, the 21st June, 1899, at 2.30 P.M. (POSTPONED FROM THE 7TH JUNE) at his OFFICES in Duddell Street, in 7 Lots.

THE FOLLOWING VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES.

VIZ:-

LOT 1.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria in the Colony of Hongkong registered in the LAND OFFICE as SECTION C OF INLAND LOT No. 1,414.

Acre 538 square feet. Annual proportion of Crown Rent \$8.00.

The premises situate upon it are known as No. 244, Queen's Road Central and consist of a three storied Chinese Shop.

LOT 2.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SUB-SECTION No. 2, of SECTION N OF IN-LAND LOT No. 211.

Acre 538 square feet. Annual proportion of Crown Rent \$8.40.

The premises situate upon it are known as No. 382, Queen's Road Central and consist of a three storied Chinese Shop.

LOT 3.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION C OF MARINE LOT No. 199.

Acre 1861 square feet. Annual proportion of Crown Rent \$10.85.

The premises situate upon it are known as No. 212, Praya West, and consist of a two storied Chinese Shop.

LOT 4.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION K OF MARINE LOT No. 199.

Acre 667 square feet. Annual proportion of Crown Rent \$7.50.

The premises situate upon it are known as No. 371, Queen's Road West, consisting of a two storied Chinese Shop and No. 3, Sai Hing Lane, consisting of a godown.

LOT 5.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION B OF MARINE LOT No. 198.

Acre 1,576 square feet. Annual proportion of Crown Rent \$19.20.

The premises situate upon it are known as No. 224, Praya West, and consist of a two storied Chinese Shop.

LOT 6.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION H OF MARINE LOT No. 198.

Acre 674 square feet. Annual proportion of Crown Rent \$7.50.

The premises situate upon it are known as No. 4, On Ning Lane, and consist of a Chinese godown.

LOT 7.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as the Remaining Portion MARINE, LOT No. 238, together with the Reclamation to the Remaining Portion of the said Lot.

Acre of LOT 743 square feet. Annual proportion of Crown Rent \$7.84.

The premises situate upon it are known as Nos. 50 and 51, Praya West, and consist of a Chinese godown.

The Reclamation has nearly been completed and contains an area of 2,307 square feet.

For Particulars and Conditions of Sale, apply to

The Auctioneer;

or to

Messrs. DEACON & HASTINGS,
The Vendor's Solicitors.

Hongkong, 6th June, 1899. [612]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"
having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 12th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns where they will be examined on TUESDAY, the 13th instant, and FRIDAY, the 16th instant, both days, at 10 A.M.

All claims must reach the undersigned before the 16th instant, or they will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 6th June, 1899. [705a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW, AND
LIVERPOOL.

THE Company's Steamship

"YANGTSEZ."

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods, are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO., Agents.

Hongkong, 6th June, 1899. [705a]

To-day's Advertisements.

THE "MOGUL" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship

"MOGUL."

Captain Bailey, will be despatched for the above ports, TO-MORROW, the 7th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

BODWELL & CO., LIMITED,

Agents.

Hongkong, 6th June, 1899. [707a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FLOWERING TREES."

Another point which we consider to be worthy of consideration is the very few flowering trees which are planted along our roads, and particularly along those of Kowloon.

manner in which he is so rapidly transforming the Colony from a wilderness of granite rocks to mass of foliage, pleasant and restful to the eye, but we do think that a little more attention might be paid to the planting of shade-trees along our roads, and particularly along those of Kowloon.

We note that the buoys lying in the fairway of the Colony from a wilderness of granite rocks to mass of foliage, pleasant and restful to the eye, but we do think that a little more attention might be paid to the planting of shade-trees along our roads, and particularly along those of Kowloon.

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THE HONGKONG TELEGRAPH, TUESDAY, JUNE 6, 1899.

It was decided to write and thank Mr. Snags for placing the Chamber in possession of the facts of the case, which appears to represent an entirely novel claim, and to add that the Committee will be interested to hear how the case (which is in good hands) progresses.

REVIVAL OF AN ILLEGAL MONOPOLY IN KWANTUNG.

Read letter from Messrs. Arnold Karberg & Co., as agents for the Shell Transport & Trading Co., Ltd., enclosing a cutting from the *Hongkong Daily Press*, being translation of a proclamation said to have been issued by the Heval Lekin Office in Kwantung, announcing the establishment of a Farm for the collection of Lekin on kerosene in Kwantung and suggesting that representations on the subject should at once be made to H.H.M.'s Consul at Canton.

After some discussion, it was decided to make inquiries as to the authenticity of the proclamations and if this could be verified, to then address the Consul on the subject and assure him of the Chamber's co-operation in efforts to defeat this attempt to reverse the recent decision of the Taung-li Yamen, that lekin was not to be farmed by "syndicates" of merchants.

PIRACY ON THE WEST RIVER.

The piracy on the 22nd May on the West River at Kungshuk, on the British steamboat *Ito Ou*, when she was robbed of cargo and passengers effects to the value of some \$2,000, next engaged the attention of the Committee, who were unanimously of opinion that the *Sandpiper* was not alone sufficient for the patrol of the West River, which is in urgent need of more effective policing, but the question was deferred for consideration at the next meeting.

IMPENDING PROPOSALS FOR INCREASED TAXATION IN HONGKONG.

A statement having been made in the leading column of the *China Mail* to the effect that Hongkong Government had referred its proposals (for increased taxation) to the Committee of the Chamber for consideration, an official contradiction was on the 18th May, given to the announcement.

This terminated the proceedings.

THE LONDON CHAMBER OF COMMERCE AND THE KOWLOON HINTERLAND.

The Chairman—Before we break up there is one other matter I wanted to mention. It will be remembered that in the course of the agitation against the retention of the City of Kowloon under Chinese jurisdiction and for the removal of the Chinese Customs Stations outside our boundary, we addressed a vigorous letter to the London Chamber of Commerce on the subject, asking for their co-operation, and we were rather surprised that no answer was ever returned to that communication. Now I see by the Blue Book on affairs of China, laid on the table, that though no reply was received from an oversight—no reply was received here to that letter, the London Chamber took up the matter very strongly, as will be seen by a despatch they addressed to Lord Salisbury, which, with your permission, I will now read. It is as follows:

"Bordjan House, Eastcheap,

London, November 11th, 1898.

"My Lord,—I am directed to inform you that the East India and China Trade Section of this Chamber had under its consideration at its last meeting a communication from the Hongkong General Chamber of Commerce, dealing a length with the terms of the Anglo-Chinese convention to secure an extension of the boundaries of Hongkong, signed at Peking on the 9th June last; and which have been made public, and regarding which the Hongkong Chamber have, I understand, made representations to Her Majesty's Government.

The Hongkong Chamber take strong objection to the clause of the Convention which provides that within the city of Kowloon the Chinese officials now stationed there shall continue to exercise jurisdiction, and that the existing landing place near that city shall be reserved for the convenience of Chinese vessels.

This is regarded as tantamount to having a foreign authority exercising jurisdiction in British territory, and to the establishment of a Chinese port within Hongkong Harbour for the use of Chinese war-vessels and customs cruisers, a position absolutely without parallel.

To the conditions laid down in the convention, the East India and China Trade section are informed there is universal objection in the colony of Hongkong, where the opinion obtains that these conditions will effectually hamper the development of trade and industry, which might otherwise have been confidently expected.

The Hongkong Chamber are further profoundly convinced that the freedom of the port can only be properly safeguarded by the withdrawal of the Chinese Customs Stations to Chinese territory, and the refusal of permission to the Chinese Customs officials to collect dues either in the Colony or its waters.

I am directed to inform you, my Lord, that the East India and China Trade Section of this chamber are entirely in accord with the views expressed by the Hongkong Chamber, and I am desired to express the hope, that arrangements may yet be made between Her Majesty's Government and the Government of China by which the objectionable features of the arrangement referred to may be removed, and the Colony, with its enlarged area, and its improved strategic and defensive conditions, be enabled to reap the full advantage of the security obtained, and the development of commerce which, as a free port, should become more and more marked."

"I am, &c.,
(Signed) KENNIS B. MURRAY,
Secretary."

The most noble the Marquess of Salisbury.

The Committee having expressed their satisfaction, with the energetic and emphatic manner in which the London Chamber had backed up the Chamber's representations.

The meeting terminated.

THE EXCLUSION OF CHINESE FROM THE PHILIPPINES.

From a private letter which has been shown to us it appears that the American authorities at Manila are bent upon preventing the Chinese from over-running the islands to the detriment of the white and native races. From the letter referred to it seems that a Chinese compositor from a Hongkong newspaper office, was induced to go to Manila to take up a position in a newspaper office there by an offer of higher pay. Consul General Wildman, it is said, allowed the compositor to go to Manila, saying that it was all right. He was allowed to land and took up his duties in the office of the paper by which he had been engaged. After a few days, however, down came the American authorities and insisted upon his returning to Hongkong, the reason given being that the United States' Chinese Exclusion Act was in force in the Philippines. This was a decided surprise to the Chinese, who had no idea that the Chinese Exclusion Act was in force, no notification to that effect having, to their knowledge, been issued.

If the Chinese are to be excluded from the Philippines, the sooner that the fact is notified by the American authorities, the better it will be for all parties concerned. We give the story as we have received it and should be pleased to hear of any similar cases. It appears strange that were the Exclusion Act in force, the American Consul General at Manila should apparently be unable to prevent it.

THE PLAGUE.

Cases reported to 5th inst.	616
Do. do. during past 24 hours...	11
Total...	627
Deaths reported to 5th inst.	559
Do. do. during past 24 hours...	11
Total...	570

SHIPPING REPORTS.

Captain Schulz, of the s.s. *Loon moon*, from Shanghai, reports—Passed the French dredger *Tourte No. 47*, 12 miles off Lamock, with engines broken down. She required no assistance.

Captain Lunt, of the s.s. *Fushun*, from Shanghai, reports—Left Shanghai with light S.E. wind and foggy weather. After passing Long Ting met very heavy S.S.W. swell with rain continuously. Wind from S.W. to N.E. until the 4th. Lowest barometer 29.36. From Chapel Island, hazy weather and moderate N.E. wind until arrival.

Captain Trent, of the s.s. *Kamakura Maru*, from Singapore, reports—Fine weather until Gap Rock, when strong N.E. wind with rain was encountered. On 25th May, in Lat. 5.45 North, Long. 82.0 East, spoke the *Main*, of London, steering north. She wished to be reported "all well."

Captain Hodges of the S.S. *Dutching*, from Tsui to Amoy, reports—From Tsui to Amoy strong southerly winds and rough sea. Heavy rain. Amoy to Hongkong moderate to fresh easterly breeze, fine and clear. Steamers in Amoy, *Nan Yung*, *Koi Fung*, *Pechilia*, *Hai Loong*, *Hung Chow*, *Charterhouse* and *Gatwick*.

SHOOTING.

ARTILLERY MONTHLY CUP.

Thirteen competitors entered for the monthly competition which was fired at Shanghai. The light was good, with a strong but steady 2 o'clock wind. Sergeant Bourke, wins the Cup for the first time with the excellent score of 65, having made a possible at 700 yards.

Appended are the results:

700 Yds.	Handi-
yds. yds. Tl. cap. Net	Net
Serg. Bourke	35 30 65 — 65
Gun. Moffat	34 28 59 — 59
Serg. Murphy	30 33 62 — 57
Lieut. Marshall	37 30 57 — 52
Gun. Cameron	30 26 50 — 50
Corp. Crank	34 26 60 — 55
Gun. Macdonald	28 27 55 — 55
Gun. Batty	29 29 58 — 53
Gun. May	23 30 53 — 53
Serg. Meltow	25 24 49 — 49
O.M.S. Reed	31 26 47 — 47
Gun. Prichard	21 16 37 — 37
	32 12 34 — 34

THE TIENSIN-CHINKING RAILWAY.

The *Universal Gazette* gives the following account of the Tientsin-Chinkiang Railway. The line extends 635 miles and the proposed loan is £7,000,000 at 5 per cent, interest, to be issued by the Hongkong and Shanghai Bank and the German Bank, the agreement to be exchanged when the engineers have completed the survey of the route. The line is to be completed in 5 years, and 30 years is limited for the repayment of the entire loan. The Board of the railway will consist of three officials appointed by China and three each by Great Britain and Germany. The section from Tientsin to the southern boundaries of Shantung is to be under German control and the remaining section to be controlled by the British. The Chinese Government will guarantee the loan, and the line itself will be held as security.

"To the conditions laid down in the convention, the East India and China Trade section are informed there is universal objection in the colony of Hongkong, where the opinion obtains that these conditions will effectually hamper the development of trade and industry, which might otherwise have been confidently expected."

The Hongkong Chamber are further profoundly convinced that the freedom of the port can only be properly safeguarded by the withdrawal of the Chinese Customs Stations to Chinese territory, and the refusal of permission to the Chinese Customs officials to collect dues either in the Colony or its waters.

I am directed to inform you, my Lord, that the East India and China Trade Section of this chamber are entirely in accord with the views expressed by the Hongkong Chamber, and I am desired to express the hope, that arrangements may yet be made between Her Majesty's Government and the Government of China by which the objectionable features of the arrangement referred to may be removed, and the Colony, with its enlarged area, and its improved strategic and defensive conditions, be enabled to reap the full advantage of the security obtained, and the development of commerce which, as a free port, should become more and more marked."

(Signed) KENNIS B. MURRAY,
Secretary."

The most noble the Marquess of Salisbury.

The Committee having expressed their satisfaction, with the energetic and emphatic manner in which the London Chamber had backed up the Chamber's representations.

The meeting terminated.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on ten years observations to 1893.

Barometer..... 29.87

Thermometer..... 76.2

Humidity..... 84.0

Rainfall..... 15.0

TO-DAY.

WEATHER REPORT.

On date at 11 a.m. at 4 p.m.

Barometer..... 29.87 29.79

Thermometer..... 78 74

Humidity..... 81 93

Rainfall..... 0.24

TO-DAY.

Tuesday, 6th June, 1899.

Chinese—Fifth of 4th moon of 25th year of Kuang-shu.

Sun—Rise..... 6hr. 6min.

Sets..... 5hr. 55min.

High water—Morning..... 7hr. 2min.

Afternoon..... 5hr. 50min.

Low water—Morning..... 4hr. 47min.

Afternoon..... 2hr. 13min.

ANNIVERSARIES.

1857—Indian Mutiny broke out at Allahabad and many other stations.

1864—Heavy rains in Hongkong, damage \$50,000 and many lives lost.

1867—Attempted assassination of the Czar.

1884—Amended French treaty with Annam signed.

1890—Stranding of the s.s. *Taihang* on Sugar-loaf Island.

1898—Gunpowder explosion at Wuhu.

TO-MORROW.

Wednesday, 7th June, 1899.

Chinese—Sixth of 4th moon of 25th year of Kuang-shu.

Sun—Rise..... 6hr. 6min.

Sets..... 5hr. 55min.

High water—Morning..... 7hr. 2min.

Afternoon..... 5hr. 50min.

Low water—Morning..... 4hr. 47min.

Afternoon..... 2hr. 13min.

ANNIVERSARIES.

1859—Robert Bruce died.

1871—First Reform Bill passed.

1880—Death of Frederick William III. King of Prussia.

1881—Hongkong declared a free port.

1883—Capture of the Manmool by the French.

1885—Loss of the British ship *Coloured on Pratas Shoal*.

1887—First Chinese civil marriage at Registrar-General's Office, Hongkong.

1891—Attempted anti-foreign riot at Kiukiang.

1896—Defeat of the Dervishes at Pirket.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English—Received 11th June.

American—Cable, *China Mail*, 10th June.

Canadian—Received 11th June.

French—Received 11th June.

German—Received 11th June.

Italian—Received 11th June.

Spanish—Received 11th June.

Portuguese—Received 11th June.

Swedish—Received 11th June.

Norwegian—Received 11th June.

Dutch—Received 11th June.

Scandinavian—Received 11th June.

Irish—Received 11th June.

Malay—Received 11th June.

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	KOBE and YOKOHAMA	WEDNESDAY, 7th June, at 4 P.M.
N. Trenti		THURSDAY, 8th June, at 4 P.M.
HIROSHIMA MARU	KOBE and YOKOHAMA	THURSDAY, 8th June, at Noon.
S. Yoshizawa		THURSDAY, 8th June, at 4 P.M.
SENDAI MARU	VLADIVOSTOCK, VIA SWATOW, ANJOU, SHANGHAI, CHEFOO, CHENG-TU, MULU and NAGASAKI	THURSDAY, 8th June, at Noon.
H. Petersen	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE	THURSDAY, 15th June, at 4 P.M.
SANUKI MARU	BONBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 13th June, at Noon.
W. Townsend	SEATTLE, (WASH., U.S.A.), VIA KORE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 29th June, at 4 P.M.
MIIKE MARU	FUTAMI MARU	THURSDAY, 13th June, at Noon.
S. Kawamura	VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th June, at 4 P.M.

For further information as to Freight, Passage, Sailings &c, apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 6th June, 1899.

Dr. KNORR'S
ANTIPYRINEDr. OVERLACH'S
MIGRAINE"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE)

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO., SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

THE Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for

VOKHAMA and HONOLULU; on or about the 15th June.

Through Bills of Lading issued in any point in the United States.

Cargo will be received on board until 3 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWINEY, Agents.

Hongkong China and Japan.

Hongkong, 30th May, 1899.

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F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

—PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS,

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c., &c.,

Sale Agents for

FERGUSON'S SPECIAL CREAM

and P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1899.

[39]

KUHN & KOMOR,

JAPANESE FINE ART, CL. IOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and 36, DIVISION STREET, KOBE

Hongkong, 15th March, 1898.

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CHS. J. GAUPP & CO.,

CHRONOMETRE, WATCH, and CLOCK

MAKERS JEWELLERS SILVER

SMITHS, and OPTICIANS.

CHARTS, and BOOKS.

NAUTICAL INSTRUMENTS,

Sole Agents for Louis Audemars' Watches

awarded the highest Prize at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES;

Nos. 54 & 56, Queen's Road Central. [40]

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST con-

taining names of 20,000 Families advertised to

claim property and money since 1700,

price £5, 6d post free 2s. Every man and

woman should buy this book, as instructions

are given how to recover property from Chancery.

DOUGAL & CO., 62, Strand, London,

England. Est. 1844. A fortune may await you.

Wills searched for.

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LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

LERS, and WATCHMAKERS.

Sole Agents in the East for the Amalgamated

CLEMENT, HUMBER and GLADIATOR CO. LTD.

DUNLOP TIRES & CYCLES—PRICE \$10.

A special reliable Watch made for this Climate.

Quality A—\$10.

Quality B—\$12.

10 QUEENS ROAD CENTRAL

Hongkong, 11th December, 1898.

[45]

WATERING APPARATUS

Non-freezing & Ordinary Fixtures

and Street Watering

Garden Watering Devices and

Apparatus.

Gardens, Watering Plants, and

Irrigation Systems.

Gardens, Watering Plants, and

Apparatus.

Gardens, Watering Plants, and

FROM AUSTRALIAN PAPERS.

AUSTRALIAN FEDERATION.

We published a telegram the other day announcing the result of the federation struggle in Australia, which it will be remembered resulted in 66,000 votes for and 17,000 votes against. The following are interesting notes from *The Bulletin* on federation matters—

THE FEDERAL FINANCE LIE.

There is pleasure in the wet clay.
When the potter's hand is potting it,
When the pots are blushing it,
There is pleasure in the shine of your picture on the line
but even on the wet chalk to Cheltenham church.
When compared with a well-built lie.

Kingsley quoted from memory.

It isn't even a well-built lie, but the quotation may pass. In fact, the Federal finance act, as circulated by the *Sydney Telegraph* and *Truth*, and the *Sabbath Shellback*, and the anti-Federal party general, was a ramshackle, crippled and impossible-looking affair from the beginning. Also, it was mangy and distempered, and had most of its hair scalded off, and was a lost, yellow, down-on-its-luck affair, in every possible respect. But in the country which is governed mostly by One-Pool-One-Vote, it has been taken quite seriously, and all over New South Wales perfectly sane-looking men go round lamenting that if New South Wales federates under the present Bill it must pay far more taxation in proportion to population than any other province. How this mysterious result is to be arrived at no one explains; the only answer that can be obtained is that the thing is so obvious that it doesn't need explanation. When the obviousness is inquired after, the usual reply is that 'any fool can see clearly how obvious it is; and if anyone asks for the address of the particular fool who first saw it, it generally transpires that he has left the country. But it is understood that Dr. M'Laurie is quite clear on the matter, and that John Norton is prepared to use scathing blast and blither language at anyone who fails to recognise the situation at a glance.

To get an understanding of this eminently bald and unconvincing lie it is necessary to start at the beginning. The first point is that, under Federation, the provinces will pay exactly the same customs and excise duties.

There is no possibility of charging one province a penny more duty than another upon anything; and there is no clause in the Draft Constitution which can be strained into any semblance of such a possibility. Therefore, the only way in which New South Wales can pay more excise duty in proportion to population than any other province is by New South Wales manufacturing more excisable goods—which are mainly beer, spirits, and tobacco—than any other province; and it isn't the leading producer in any of these lines. Also, the only way in which it can pay more customs duty in proportion to population than any other province is by using more imported goods. At present both South Australia and Westralia are large importers per head of population than New South Wales, and there is no evidence that they won't (or that they will) continue so. If they do, then it is the case of South Australia and Westralia being muled for the benefit of New South Wales, and other provinces—and yet neither of them is squalling in the ridiculous fashion affected by the anti-Billies of Cornstalk Land.

The Federal financial lie is mostly based on a sum in simple proportion. N.S.W. Wales has a low tariff, which is yielding this year at the rate of about £1,400,000 per annum. If protection against the outside world is the policy of the Commonwealth, and if the customs-taxation is doubled, then New South Wales will have to pay £2,800,000 a year, and will be a grievously-burdened province. In other words, if two men fall out of a window adistance of 40 yards, and are killed; then six men, being three times the number, will necessarily fall 20 yards, out of three windows, and be killed three times over. And yet experience in quite recent years has proved this argument to be the most utterly foolish lie of the lot. In 1889 New South Wales had a very low revenue tariff, comprising duties on only 160 articles (the items can be found on pages 735-783 of the "Year-Book of Australia" for 1890), most of them very small duties, and levied on articles of small consumption. The gross customs taxation amounted that year to £1,965,883. In 1892 Dibbs had put heavy duties on about 350 articles—he quadrupled the tariff and more—and in its first year the new tariff yielded not £7,000,000 as it should have done according to the anti-Federal lie, but £2,673,890. And it did this for one year only. Inside of 12 months New South Wales was learning to produce for itself many things it formerly imported, and in 1893 the tariff-burden was only £2,127,645. In 1894 the province had further adapted itself to its new conditions, and the tariff-tariff was only £2,065,830. And for the odd half of 1895, when the date of the financial year was altered, it yielded at the rate of £1,946,378 per annum. Accurately, the heavy protective tariff on 350 articles only took from the country, when it had settled down to its new circumstances, at the rate of £1,000,000 a year more than the light foreign-trade tariff on 160 articles, and allowing for the increase of population it cost the country £6 per head than the light foreign-trade tariff did. Then George Reid came into power and knocked the great Dibbs tarif endways. He reduced the list of admissible articles to 52, and most of these 52 duties were microscopic; yet the customs revenue, instead of dropping to about a quarter of what it was, is now about £1,400,000 against the previous £1,965,883.

The moral of which is: If you double the tariff you don't double the customs revenue. If you multiply the tariff by four, you probably leave the customs revenue just about where it was, for the simple reason that the imports decrease and are largely replaced by local production. If you multiply it by eight, it is quite possible that you will reduce the customs revenue and diminish the burden of taxation; for there is a point where the people would altogether cease importing and depend wholly on local production. A very high protective tariff would yield nothing at all; so would no tariff—the extreme meet just about here. There is nothing wildly abnormal about New South Wales' conditions to make a tariff in the Cornstalk province widely different in its results from the results it produces anywhere else. Experience has shown that when New South Wales has settled down under a tariff something like those of Victoria and South Australia it produced just about the same revenue. When a uniform Australian tariff has been in operation for four or five years, and the country has accustomed itself to its new conditions, New South Wales will pay no more customs taxation than its neighbours, and even if it is a protective tariff it will pay not much more than it does now. These conclusions are based on actual experience in New South Wales within very recent years, not on the ravings of any Sunday paper, nor on the alleged theories of the Provincial party's alleged friend, Thringumbob, which are alleged theories date from before Dibbs's experiment, so that the person if there was one was only theorising in the dark.

The rest of the Federal finance lie is based on the general assertion that New South Wales is richer in proportion to population than any other province, and has more unexploited sources of revenue, and therefore the Commonwealth must levy extra taxation on New South Wales to make up the deficiencies of the other provinces. Even apart from the sufficiently

obvious fact that the Commonwealth can't levy extra taxation on New South Wales—that all Federal taxation must be uniform throughout the Federal territory—this is just as ridiculous as the other fabrication.

It has already been shown that the Commonwealth can't get more than its fair share of taxation out of New South Wales by the operations of a uniform Federal tariff; New South Wales has tried a tariff something like that of Victoria, with the result that, after the first year's shock, the cash results promptly started to get down to the Victorian level. If it makes other taxes equal New South Wales will have to pay 4d. postage on newspaper as some of other provinces do, and its probate, duties manumitted to the Victorian level. And New South Wales' unexploited sources of revenue, as things stand at present, about end there. It has already used up most of the possibilities of the land and income tax, while Victoria, which has hitherto taxed only estates which exceed 640 acres area and £2,000 value—all properties which don't fall both conditions go free—has a great part of its land tax possibilities to fall back upon. Also, Queensland and Westralia have both land and income taxes to fall back upon, never having levied either as yet; and Tasmania can double its land-tax, which now stands at only half the New South Wales figure, as its little unexploited source of revenue; and Westralia has all the possibilities of probate duties to fall back upon, there being no such tax in that province up to date. Also Tasmania and Westralia have the 4d. newspaper postage to fall back upon, both having free postage at present. When the Commonwealth has adjusted these matters, and reduced the twopenny city postage of Victoria and South Australia to 1d. as in New South Wales, Queensland, Tasmania, and Westralia, and reduced New South Wales' twopenny receipt-stamp tax to 1d. as in the other provinces, and levelled up the bank-note tax of the other provinces to the high rate charged in New South Wales, it will be found that New South Wales, Victoria, Queensland, Tasmania and Westralia are reasonably equal, in proportion to population, in the way of reserve power of taxation. Taking them all round there is no reason to suppose that with uniform customs, excise, postage and stamp duties, and land and income taxation, any one province will yield much more per head than another, or that there will be any great increase in the revenue of any province.

At all events, the wild cry about how the "surplus" of New South Wales will be grabbed by the other provinces is a gruesome mockery. According to Coghlan's official statistics ("Wealth and Progress of New South Wales" for 1892, page 859), New South Wales has had two small surpluses and nine deficits in the past eleven years. It has an accumulated deficit, according to its Auditor-General, of over £3,000,000, which runs Victoria dead heat for the billet of the biggest deficit in Australasia. Its revenue this year shows a vastly smaller increase than that of either Queensland or Victoria, and a smaller increase in proportion to population than that of South Australia. As a revenue-producing country it is behind South Australia, Queensland, and Westralia, taking the respective populations into account, and, as already mentioned, Queensland has still the land and income tax, and Westralia the land, income, and probate taxes as unexploited sources of revenue, while New South Wales has, to a great extent, used up all three. Under these conditions, there is absolutely nothing special or extraordinary in the conditions of New South Wales, and with uniform taxation there is no reason at all to suppose that it will produce more revenue per head than its neighbour, that it will produce much more revenue or be much more burdened than it is now; or that it will have any notable surplus for its neighbours to grab—even assuming that they want to grab it, of which there is no evidence at all. The anti-Federal party's policy is to block Federation by inflating the Cornstalk people into a frenzy of silly vanity which will lead them to make impossible demands of their neighbours, and to look on them like the Almighty keeping His eye on a black beetle, and the bald assertion about the extraordinary "wealth" and "resources" and "surplus" of New South Wales is part of the scheme. And the Federal financial lie grows quite naturally out of these other lies.

RECORD FLOOD AT THE DALY RIVER.

Particulars are just to hand of the biggest flood that has been known to take place in the Daly River says the *Times* and *Gazette* of May 19th.

The River began to overflow on 19th March, in a day or two afterwards the whole country for miles on each side of the river was a sheet of water, except a few spots that were elevated just beyond reach.

The Jesuit Mission Station had a very narrow escape of being totally annihilated, and the Mission people had a most anxious time concerning the safety of both themselves and those depending on them. At one time the water was two feet deep all-round the house, and rushing seawards so strongly that one could scarcely stand against it. The whole of the gardens were washed completely out, and in place of a well-manured soil the floods left a deposit of sand. Fences were destroyed, and it was only by the greatest good luck that the stock of cattle and goats were saved. As it was they were huddled together on a rise of 10 acres, and during the twelve or thirteen days that the surface was covered with water they had to be fed with banana trees, or anything else procurable, to save them from starvation. When it is known that the goats alone numbered 1,800 it will be guessed what straits the Mission Fathers were put to in order to keep them alive for so many days.

Photographs taken by Father Elfray give a fair idea of the flood at the Mission, but no picture could adequately convey an idea of the immense volume of water which the river was asked to carry to the sea. There have been many floods in the Daly before, but the Mission Fathers know of nothing approaching this one, and the experience was trying, and so full of danger to everyone at the place, that it is quite likely the site of the station will be shifted to higher ground away from the river bank.

SPECTACLES AND GERMAN SOLDIERS.

That Melbourne's libel action arising out of the endorsement of a mariner's certificate raises a larger question than libel. Soldiers, sailors, trainmen, and others are required to be up to a certain standard of optics as a condition of employment. Unless they can see a certain distance distinguishing form and colour correctly, they must give up hope of these lines. Now, Germany permits optical defects in her arms, provided they are remedied by the use of glasses. And in the matter of colour test, the instances are numerous in which men who know themselves colour-blind give to the examiners the correct names of the colours which they see wrongly, study under directions having enabled them to correct their defect of vision by constructing a new scheme of nomenclature. For example, suppose red appears green to a man, when he sees green he calls it red accordingly. The point is that in the German army, material spectacles are allowed, in so some cases mental spectacles are used with perfect safety, that defective vision, therefore, should lead to correction of the eyes, not to prevention of careers.

The rest of the Federal finance lie is based on the general assertion that New South Wales is richer in proportion to population than any other province, and has more unexploited sources of revenue, and therefore the Commonwealth must levy extra taxation on New South Wales to make up the deficiencies of the other provinces. Even apart from the sufficiently

AUSTRALIAN CRICKETERS IN ENGLAND.

LAND.

The Australian Eleven is maintaining the prestige it acquired in the match against the South of England by the dexterous manner in which it disposed of the Essex batting side. The main honours of the first innings go to Trumble, whose capture of nearly all the wickets sends his reputation as a bowler up to the standard where he is regarded as a terror to English batsmen. His success, no doubt, is largely contributed to by the weakness of Essex. One gratifying result is that the English batsmen do not appear to have found the Australian bowling lacking in variety, as was predicted when the team left here. If, of course, he is rather too early to pronounce an opinion on the excellence of the Australian bowling, but experience so far does not cause any lament for the absence of greater variety in the bowling. At least, the Englishmen appear to be satisfied that the Australian team has variety enough, and to spare.

NEW BRISBANE RAILWAY STATION, TO COST £40,000.

BRISBANE, Thursday.

The Government has accepted the tender of Messrs. Phippard Bros., of Sydney, for the erection of a new Central Railway Station at Brisbane. The contract price is £40,000.

H.M.S. "PYLADES" AROUND.

The British warship *Pylades*, from England en route for service on the Australian station, arrived here on Sunday morning last, her previous port of call having been Singapore. She took in some 180 tons of coal and left for the south on Thursday morning.

Later on Thursday morning news was received in town that the *Pylades* had got aground and the *Pyrus*, the steamer working in connection with the deep-sea diving apparatus experiments, went to her assistance; but up to yesterday morning the ship remained fast, her bow on the reef in about four feet of water, and her stern in deep water. The *Pylades* seems to be having a run of ill luck; she had previously lost two of her men since leaving Singapore.

[It was reported last evening that the ship had got off.]

A DROWNING CASE.

One of the men belonging to H.M.S. *Pylades* met his death by drowning in rather a mysterious manner on Sunday evening last in the harbour. His name was Morley, and he had been ashore during Sunday evening, and with others of his shipmates had returned about 11 o'clock to the ship. Shortly after a hat was seen floating in the water, and an immediate muster of the men showed that he was missing, and although search was made for him he could not be found. Dragging operations were carried on in the harbour from the ship all day on Monday but these were fruitless; and there is little doubt as to his fate. The *Pylades* also lost another man shortly after leaving Singapore for Thursday Island.—*Torres Straits Pilot* of May 20th.

CITED FOR ALLEGED CONTEMPT.

AN IMPORTANT DECISION.

Mr. Hanbury Davies moved before the Full Court on May 11th, at Sydney, to make absolute a rule nisi granted by the Full Court on November 11th upon George Crowley, manager of the City Mutual Life Assurance Society, to show cause why he should not be adjudged guilty of contempt of court, and be punished for that he, not being a barrister, solicitor, or attorney, did, in expectation of fee or reward, in violation of the Act, prepare and draw a discharge of

THE WRECK OF THE "LOCH SLOW." EXPERIENCES OF THE SURVIVORS.

ADELAIDE, Thursday.

Mitchell and Simpson, two of the survivors from the wreck of the *Loch Slow*, were much refreshed by their rest on Tuesday night, and a telegram from Cape Borda reports that arrangements were made for an early departure yesterday for the scene of the wreck, and for the commencement of the search for the passenger, Kilpatrick. As early as 4.30 a.m. the rifle was that the Act must be construed strictly—some fee which he was to receive, or some gain or reward which was to accrue to him; not to a third person. They had to administer the law as it was, and if the interpretation was too wide, it was the duty of the Legislature to provide a remedy in the interests of the public.

In his opinion Mr. Crowley did not come within the operation of this section. Any fee or reward which was paid in connection with the matter went in to the coffers of the company, not into Mr. Crowley's pocket.

The rule was, therefore, discharged without

cost.

COURT OF APPEAL.

THE WRECK OF THE "LOCH SLOW."

A TERRIBLE SWIM FOR LIFE.

LONDON, Friday.

Referring to the advice given by Lord Rosebery in his recent speech at a meeting of the City Liberal Club, that the Liberal party should be reconstituted on the lines existing before 1885, when the split occurred on the Home Rule question, Sir Henry Campbell-Bannerman, leader of the Liberal party in the House of Commons, condemned the action of Lord Rosebery in repudiating the Liberal policy of recent years. He further declared that the Irish members were now independent, and no Nationalist votes were given to the Liberal party; but notwithstanding this, the leaders of the party repudiated Lord Rosebery's recommendation.

LONDON, Saturday.

Addressing a meeting of the Devonshire Club last night, Sir William Harcourt (who recently resigned the position of leader of the Liberal party in the House of Commons), denounced the proposal of Lord Rosebery to obliterate the whole of Mr. Gladstone's legacy to the Liberal party, and said the party deserved to be destroyed if it allowed Lord Rosebery to thwart its aims. Sir Henry Campbell-Bannerman, the present leader of the party, he declared, was no apostle of reaction.

MASSACRE IN BOLIVIA.

LONDON, Friday.

News is to hand that the Indians in Bolivia have massacred 120 Bolivian troops who were sent out to quell the recent rising.

THE GREATER BRITAIN EXHIBITION.

LONDON, Friday.

The Greater Britain Exhibition at Earl's Court was formally opened to-day.

The ceremony was performed by H.R.H. the Duke of Cambridge, and was witnessed by large crowds of people.

LONDON, Saturday.

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